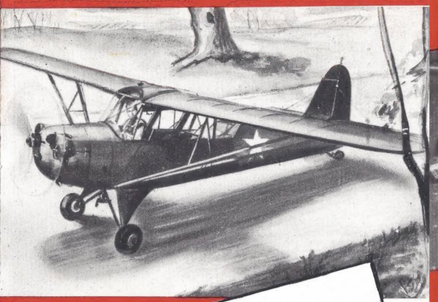
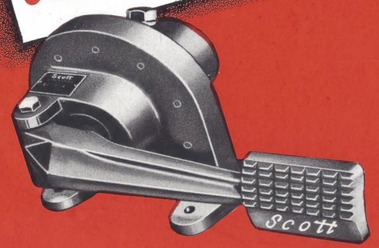
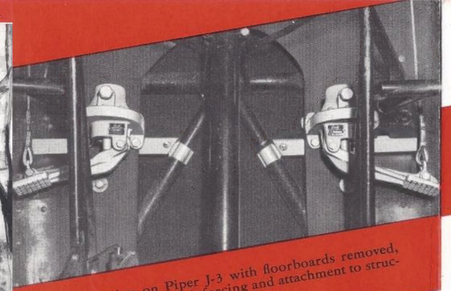
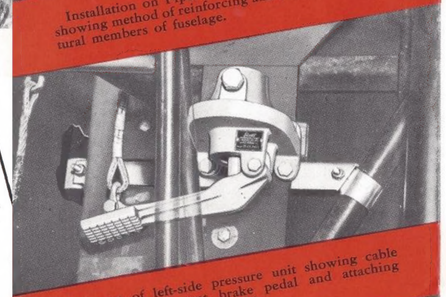


BRAKE WITH Confidence on SCOTT BRAKE PRESSURE UNITS





Installation on Piper J-3 with floorboards removed, showing method of reinforcing and attachment to structural members of fuselage.



Close up of left-side pressure unit showing cable extension to front seat brake pedal and attaching clamps as furnished in special kit.

Convenient arrangement of pressure unit pedal, located for easy, positive operation by pilot's heel.

★

Simple..Dependable..Quickly Responsive

The Scott Hydraulic Pressure Unit (No. B-711) has been developed for use on light aircraft, to complete the hydraulic brake system with a completely *reliable* pressure-producing cylinder. Its design is simple—its construction durable—its operation highly efficient. Primarily intended for use with the expander type brake, this unit may be adapted to other types.

The Scott Unit, as shown to the left, is mounted on the floorboards, under the front seat. It is located so that the pedal is in the conventional relationship to the rudder pedal. This arrangement is not only convenient, but also permits use of the front brake pedal connecting rods of similar units.

On aircraft models not prepared for this unit at the factory, it is necessary to install reinforcement (below the floorboards) attached to structural members of the fuselage. A special kit, with complete materials and directions, is available for this installation.

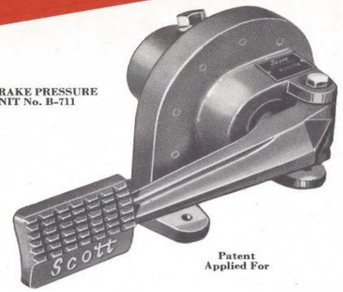
In operation, the Scott Pressure Unit is efficient and attention-free. Because of its simple design, with a minimum of moving parts, lubrication is required at only two points—the pedal bearing and the plunger ball joint. Any of the standard brake fluids can be safely used in this unit; however, caution should be exercised in selecting a fluid which is not detrimental to the rest of the system.

Scott

BRAKE PRESSURE UNITS for hydraulic systems

★

BRAKE PRESSURE UNIT No. B-711



Patent Applied For

Factory installations of Scott B-711 Brake Pressure Units are covered by the A.T.C. on the Aircraft. Field installations should be approved by the local CAA Inspector. Application can be made on Repair and Alteration Form No. 337.

SPECIFICATIONS

Displacement: 0.8 cu. in.
Maximum Working pressure 350 lbs.
Test pressure: 600 lbs.
Weight 21 oz.
Operating temperature tests have been satisfactorily conducted at temperatures as low as —40° F. and as high as 125° F.
Test units have been subjected to well over 100,000 cycles of operation under severe conditions and at pressures in excess of normal.

Efficient Design MEANS PERFECT SEAL

★ Since the effectiveness of a hydraulic brake system depends on the fluid-tight characteristics of component parts Scott engineering places special emphasis on its flexing diaphragm-piston type of construction preventing loss of fluid, due to the fact that it provides a completely sealed Hydraulic Pressure Unit. Precision results are achieved by the simplicity of design in the manufacture of the Scott Hydraulic Pressure Unit (No. B-711). Each final assembly is pressure-tested at nearly twice the maximum working pressure to assure perfect seal in actual operation.

Here is dependability *plus!*

Scott TAIL WHEEL ASSEMBLIES

Automatic Steerable and Full Swivel MODEL 3-24

● This automatic steerable and full swivel tail wheel assembly provides not only safety, taxiing maneuverability and the ability to control the aircraft in strong cross-winds, correcting ground-loops before they fully develop, but also all of the typical advantages of the full swivel design, such as:

—Easier ground handling. The ship may be pushed backwards, or the tail wheel pushed sideways without strain or damage.

—Sharp taxiing turns where required.

—The elimination of damage to parts such as rudder arms, connectors, etc., due to forcing steerable assemblies beyond their normal travel.

Here's the greatest number of potential service hours ever built into any tail wheel assembly!

5M 10-44-K

SCOTT AVIATION CORPORATION
Lancaster, N. Y., U. S. A.